

Estimated Financial Summary for 2006-2010 Highway and Bridge Construction Schedule

Missouri's Statewide Transportation Improvement Program (STIP) provides a 5-year plan of highway and bridge construction projects, which is financially constrained for each fiscal year. This section provides an overview of MoDOT's revenue and spending assumptions.

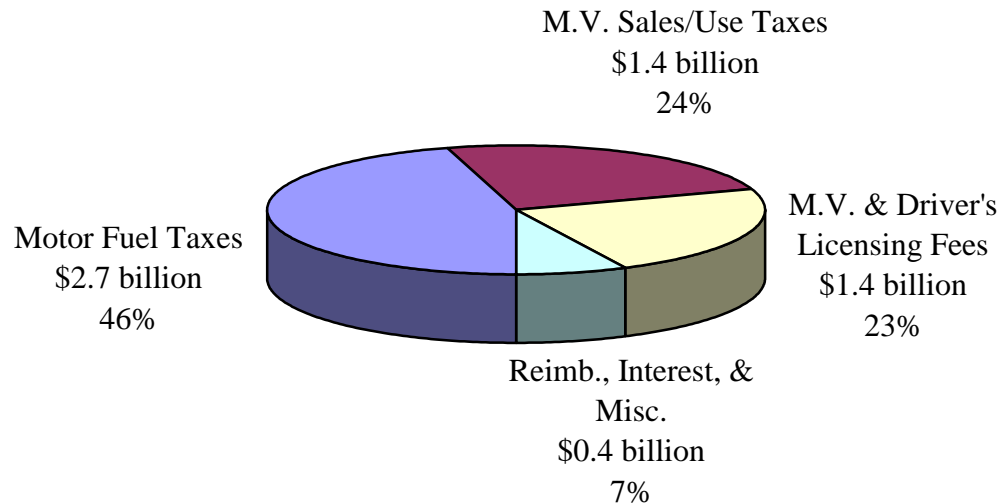
Revenue Sources

State

State revenue sources include motor fuel taxes, motor vehicle sales and use taxes, motor vehicle licensing fees, driver's licensing fees, interest earned on invested funds, cost reimbursements from political subdivisions and other miscellaneous fees.

The largest source of state funding, by far, is the state's motor fuel tax rate of 17-cents per gallon. Motor fuel taxes account for approximately 46% of all state revenue. Motor vehicle sales and use taxes account for approximately 24% of all state revenue. Motor vehicle and driver's licensing fees account for approximately 23% of all state revenue. Cost reimbursements from political subdivisions, interest earned on invested funds, and other miscellaneous collections account for the remaining 7%.

Estimated State Revenue for Fiscal Years 2006-2010



The following table provides a summary of the underlying assumptions used for each major state revenue source:

State Revenue Source	Forecast Assumption
Motor Fuel Taxes	1.5% growth per year
Motor Vehicle & Driver's Licensing Fees	Flat growth in 2006; 1.5% per year thereafter
Motor Vehicle Sales/Use Taxes	3% growth per year
Reimb., Interest, & Misc.	\$84 million per year

Federal

Federal revenue sources include taxes on motor fuel, tires, truck and trailer sales, and heavy vehicle use. These federal highway user fees are deposited in the Highway Trust Fund in Washington, D.C. The receipts are distributed to the States based on formula apportionments and allocations prescribed by law.

The following table provides a summary of the underlying assumptions for formula apportionments and allocations by year:

Fiscal Year	Apportionments (\$ millions)	Allocations/Discretionary Programs (\$ millions)
2006	\$799	\$30
2007	\$823	\$30
2008	\$848	\$30
2009	\$873	\$30
2010	\$899	\$30

The actual 2004 apportionments were grown at 3% annually. This compares very closely with House Bill 3, which is being debated in Congress.

The allocations for the discretionary programs, which are not distributed by formula, are based on a three-year average.

In addition, MoDOT uses advance construction to maximize the use of federal revenue. MoDOT estimates there is sufficient state and local funding to match projected federal apportionments for fiscal years 2006-2010.

State and federal financial projections were primarily based on a time series approach, which provides historic growth trends for each revenue stream. However, consideration is given to current economic conditions, legislation and other subjective factors relevant to the revenue source.

Spending:

Non-Construction

Non-construction spending includes administrative, maintenance, and other state agency costs. MoDOT's administrative and maintenance costs include salaries, fringe benefits, materials, and equipment costs. Administrative areas are projected to grow approximately 3% per year, and maintenance areas are projected to grow approximately 4% per year.

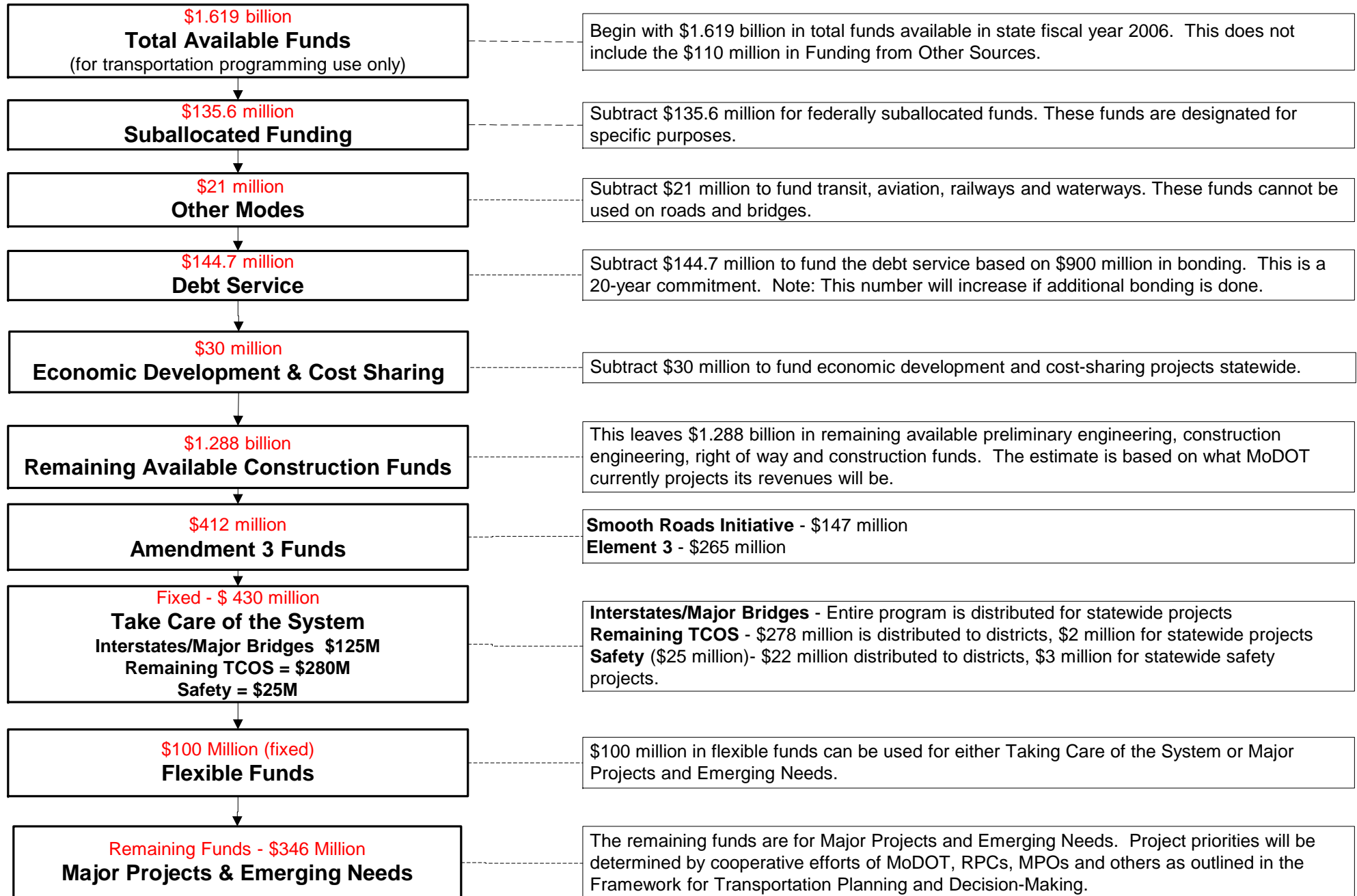
Other state agency appropriations for the Missouri State Highway Patrol are projected to grow at similar rates as MoDOT's non-construction spending areas. Collection costs for the Missouri Department of Revenue are projected to be the actual collection costs, not to exceed 3% of the fee or tax collected, as provided by Amendment 3.

After deducting these administrative, maintenance, and other state agency costs from state and federal revenue, all remaining revenues are made available for the highway and bridge construction program.

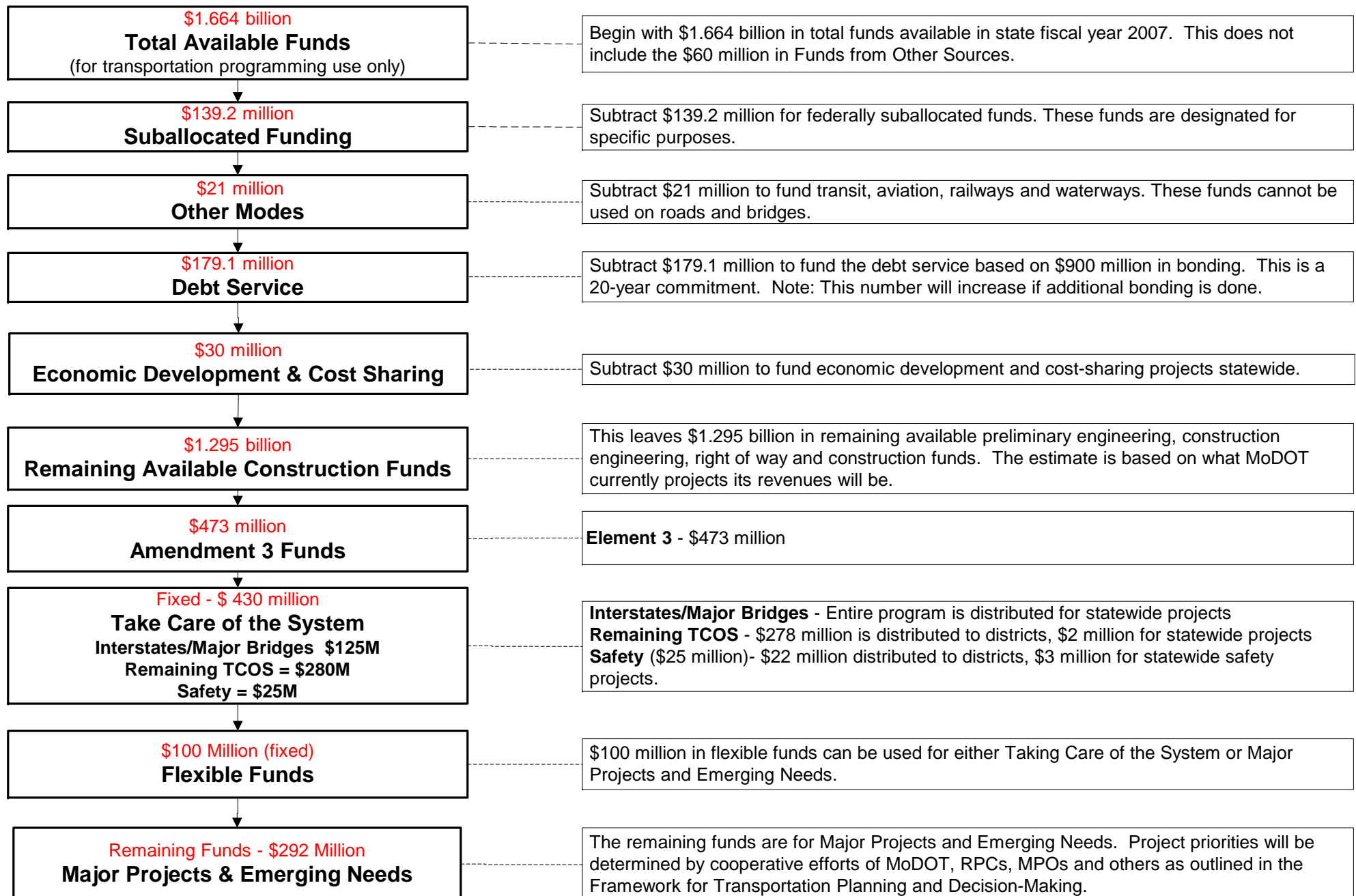
Highway and Bridge Construction Program

Highway and bridge construction program assumptions are shown on the following pages. Pages 5-4 through 5-8 provide the Commission approved funding distribution with a 5-year summary on page 5-9. Page 5-10 provides the 5-year funding distribution summary by construction component.

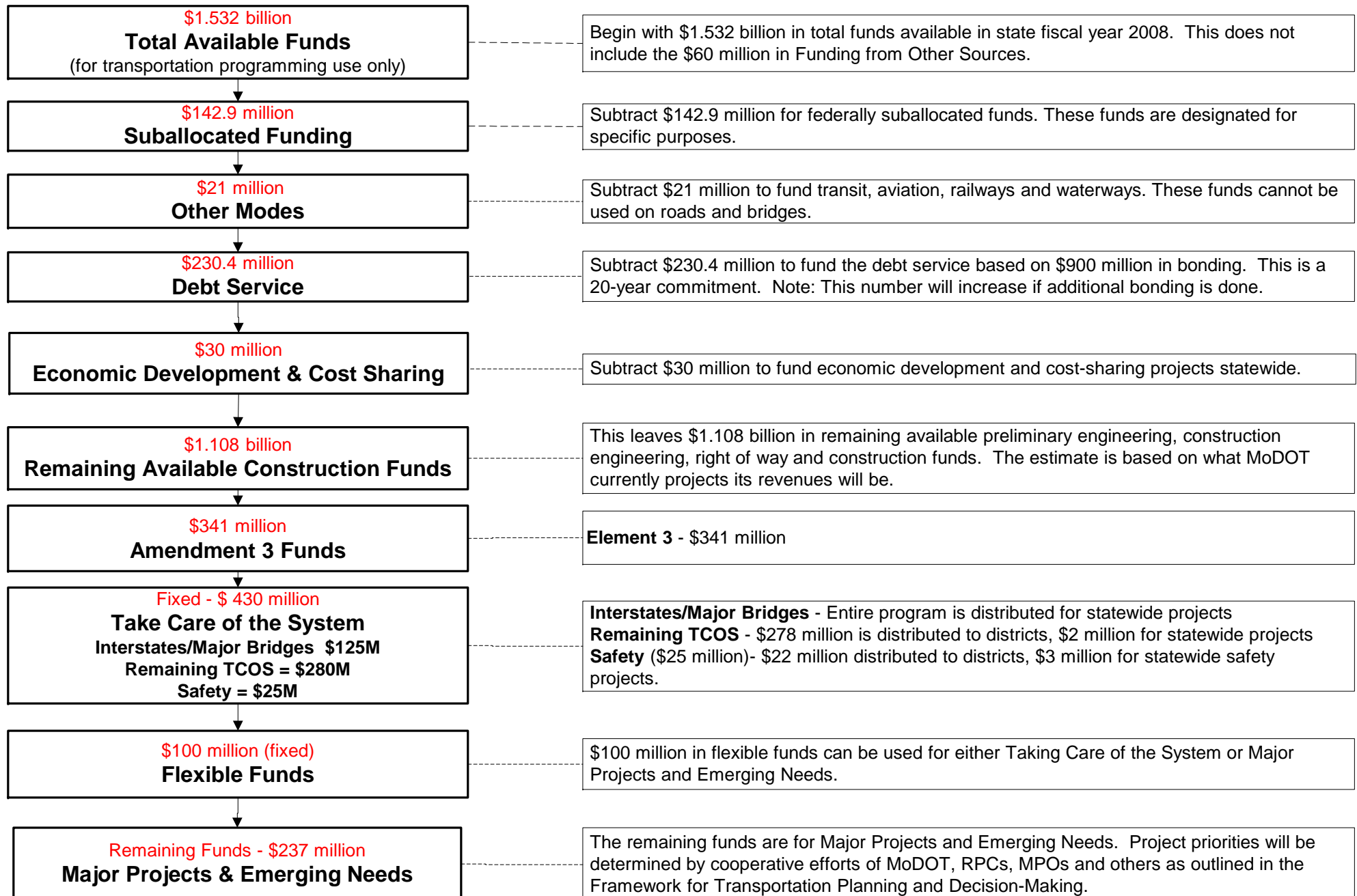
State Fiscal Year 2006 Funding Distribution



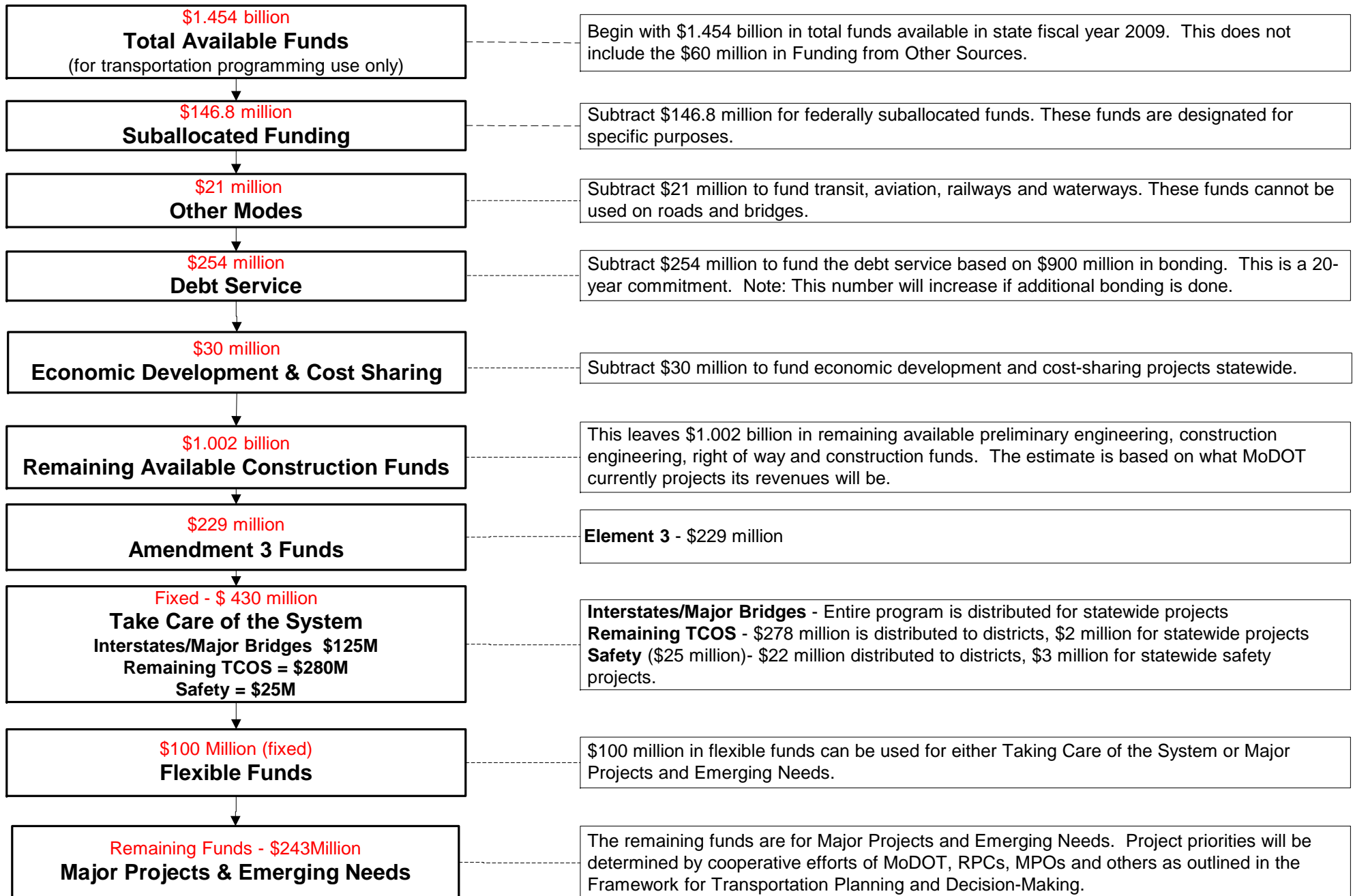
State Fiscal Year 2007 Funding Distribution



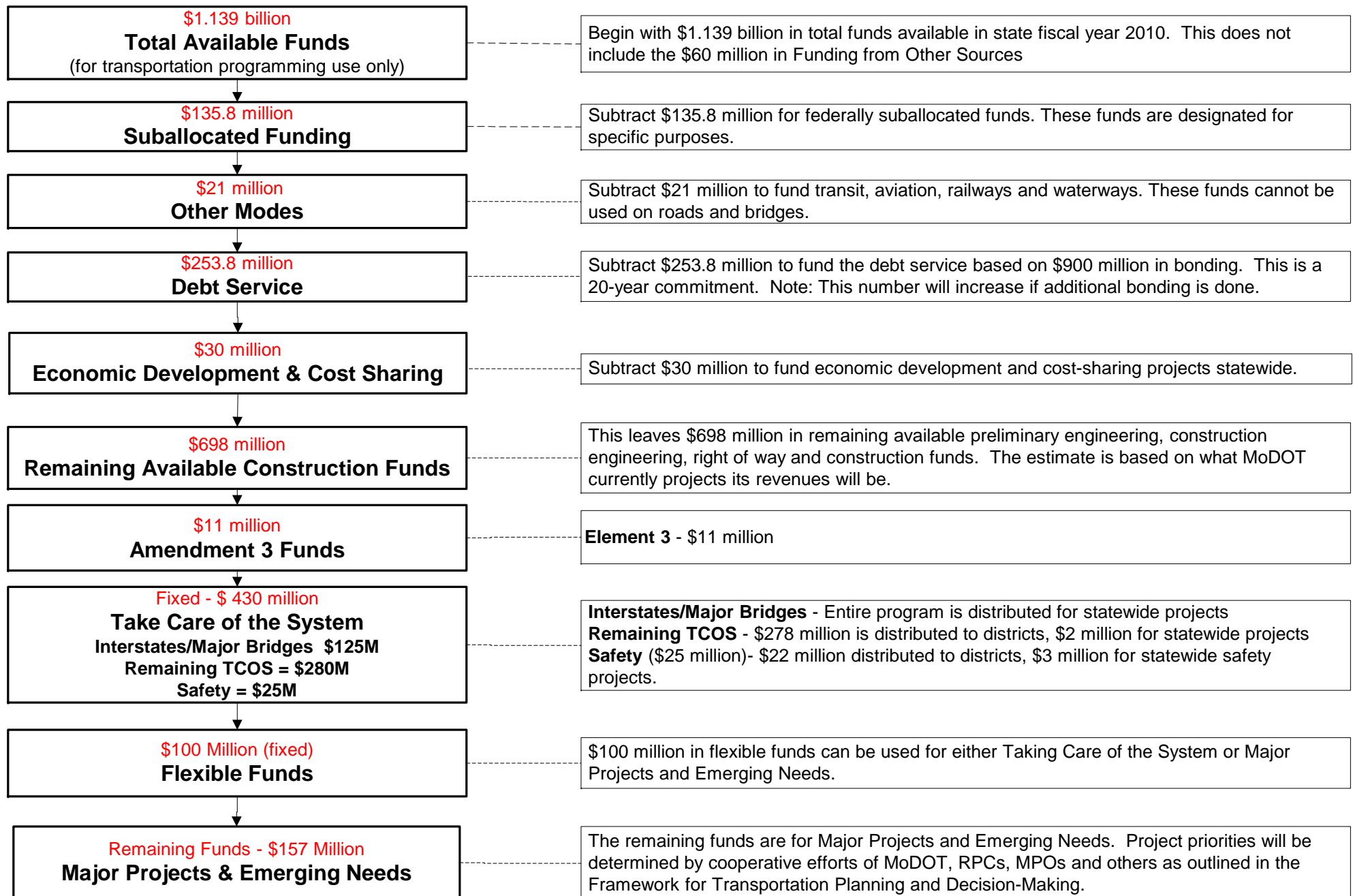
State Fiscal Year 2008 Funding Distribution



State Fiscal Year 2009 Funding Distribution



State Fiscal Year 2010 Funding Distribution



Funding Distribution

(Dollars in Thousands)

	2006		2007		2008	
	Available **	Programmed	Available	Programmed	Available	Programmed
Flexible Funds	\$100,000	*	\$100,000	*	\$100,000	*
Major Projects – Distributed	\$225,200	\$261,454	\$228,830	\$136,439	\$186,160	\$37,791
Major Projects - Rural Statewide	\$121,100	\$208,368	\$62,870	\$34,717	\$51,140	\$17,596
Taking Care of the System	\$430,000	\$573,312	\$430,000	\$302,959	\$430,000	\$160,098
Economic Dev. & Cost-Sharing	\$30,000	\$19,642	\$30,000	\$16,967	\$30,000	\$23,270
Amendment 3 (Accelerated or Added)	\$412,476	\$366,461	\$472,600	\$690,738	\$341,222	\$689,439
Funding from Other Sources	\$110,461	\$0	\$60,000	\$0	\$60,000	\$0
Total	\$1,429,237	\$1,429,237	\$1,384,300	\$1,181,820	\$1,198,522	\$928,194

	2009		2010	
	Available	Programmed	Available	Programmed
Flexible Funds	\$100,000	*	\$100,000	*
Major Projects – Distributed	\$190,940	\$24,181	\$123,160	\$24,840
Major Projects - Rural Statewide	\$52,460	\$6,035	\$33,840	\$0
Taking Care of the System	\$430,000	\$245,129	\$430,000	\$200,330
Economic Dev. & Cost-Sharing	\$30,000	\$0	\$30,000	\$0
Amendment 3 (Accelerated or Added)	\$228,900	\$379,618	\$10,600	\$198,191
Funding from Other Sources	\$60,000	\$0	\$60,000	\$0
Total	\$1,092,300	\$654,963	\$787,600	\$423,360

* Flexible funds are distributed in the other categories as projects are identified.

** The total available for 2006 includes \$14,259 in projects that moved from 2005 to 2006 since the Draft STIP

Missouri Department of Transportation
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(Dollars in Thousands)

	2006		2007		2008	
	Available **	Programmed	Available	Programmed	Available	Programmed
Construction *	\$1,139,471	\$1,139,492	\$1,086,500	\$884,206	\$958,722	\$689,164
Right of Way *	\$92,266	\$92,245	\$94,000	\$93,813	\$30,400	\$29,630
PE, CE and Right of Way Incidentals	\$197,500	\$197,500	\$203,800	\$203,800	\$209,400	\$209,400
Total Program	\$1,429,237	\$1,429,237	\$1,384,300	\$1,181,820	\$1,198,522	\$928,194

	2009		2010	
	Available	Programmed	Available	Programmed
Construction *	\$871,600	\$434,403	\$563,600	\$199,442
Right of Way *	\$15,200	\$15,060	\$12,000	\$11,918
PE, CE and Right of Way Incidentals	\$205,500	\$205,500	\$212,000	\$212,000
Total Program	\$1,092,300	\$654,963	\$787,600	\$423,360

Due to the uncertainty of the degradation of pavements and bridges, taking care of the system funds are not fully programmed in the outer years (2007-2010). This accounts for most of the difference between available and programmed funds in these years. Efforts are underway to fully develop and program the major projects throughout the entire program.

Note: The estimates in this summary include funds for all state projects, including those in MPO areas.
Programmed amounts are estimates, not actual awards. These estimates are inflated 2% annually.
Additional projects may be added throughout the year with any funds available but not yet programmed.

*This includes Funding from Other Sources

** The total available for 2006 includes \$14,259 thousand in projects that moved from 2005 to 2006 since the Draft STIP